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FF12/VF114
5700/JEM:nnl
Ser 02
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From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Chief of Naval Operations (OP-05A5G)

Subj: Fighter Squadron ONE HUNDRED FOURTEEN Command History, Calendar
Year 1967; submission of

Ref: (a) OPNAVINST 5750.12

Encl: (1) Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1967

1. The subject command history, enclosure (1), is submitted in
accordance with reference (a).

J. E. MILLIS

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OPNAV (OP-09B9)
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PART I

CHRONOLGY (1967)

JANUARY

- 1-3. Yankee Station Operations
- 4-6 Enroute Subic Bay, Philippine Islands
- 6-15 In Port Subic Bay, Philippine Islands
- 15-16 Enroute Yankee Station
- 17-18 Yankee Station Operations
- 19 Aircraft Loss, F4B, BUNO 153029
- 19-31 Yankee Station Operations

FEBRUARY

- 1-14 Yankee Station Operations
- 15-16 Enroute Subic Bay, Philippine Islands
- 16-21 In Port Subic Bay, Philippine Islands
- 22-24 Enroute Hong Kong, British Crown Colony
- 24-28 In Port Hong Kong, British Crown Colony

MARCH

- 1-2 Enroute Yankee Station
- 3-30 Yankee Station Operations
- 30-31 Enroute Subic Bay, Philippine Islands
- 31 In Port Subic Bay, Philippine Islands

APRIL

- 1-6 In Port Subic Bay, Philippine Islands
- 6 Aircraft Loss, F4B, BUNO 152999
- 6-10 In Port Subic Bay, Philippine Islands
- 10-11 Enroute Yankee Station

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APRIL (continued)

- 12-23 : Yankee Station Operations
- 24 Aircraft Loss, F4B, BUNO 153000
- 25-28 Yankee Station Operations
- 28-30 Enroute Subic Bay, Philippine Islands

MAY

- 1-6 In Port, Subic Bay, Philippine Islands
- 6-7 Enroute Yankee Station
- 8 Aircraft Loss, F4B, BUNO 152997
- 9-13 Yankee Station Operations
- 14 Aircraft Loss, F4B, BUNO 153001
- 15-18 Yankee Station Operations
- 19 Aircraft Loss, F4B, BUNO 153004
- 20 Aircraft Loss, F4B, BUNO 153040
- 21-22 Yankee Station Operations
- 23-24 Enroute Subic Bay, Philippine Islands
- 25-27 In Port Subic Bay, Philippine Islands
- 28-31 Enroute Yokosuka, Japan

JUNE

- 1-9 In Port Yokosuka, Japan
- 10-18 Enroute San Diego, U.S.A.
- 19 Arrived San Diego, U.S.A.
- 20 Squadron temporarily based ashore at NAS MIRAMAR, Calif.
- 21-30 Post deployment leave period commenced; minimum flight operations

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JULY

- 1-20 Post deployment leave period commenced
- 21-31 Daily Flight Operations at NAS MIRAMAR

AUGUST

- 1-18 Daily Flight Operations
- 19-31 Squadron deployed to NAAS Fallon, Nevada

SEPTEMBER

- 1 Squadron returned to NAS MIRAMAR from NAAS FALLON
- 2-5 Daily Flight Operations
- 6-7 Squadron embarked in USS KITTY HAWK (CVA-63)
for refresher carrier landings
- 17 Squadron returned to NAS MIRAMAR, California
- 8-30 Daily Flight Operations

OCTOBER

- 1-9 Daily Flight Operations
- 4 Squadron Administrative-Material Inspection
- 10-20 Squadron embarked in USS KITTY HAWK (CVA-63)
for Weapons Training Exercise (WEPTRAEX)
- 21-24 Daily Flight Operations
- 25-30 Squadron Embarked in USS KITTY HAWK (CVA-63)

NOVEMBER

- 1-13 Daily Flight Operations
- 14 Change-of-Command - Commander H. L. HALLELAND,
USN relieved by Commander J. E. MILLS, USN
- 15-17 Squadron Embarked in USS KITTY HAWK (CVA-63)
for WESTPAC Deployment
- 18 Departed CONUS
- 19-22 Enroute Pearl Harbor, Hawaii

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NOVEMBER (Continued)

- 23 In Port Pearl Harbor
- 24 Departed Pearl Harbor for Operational Readiness Inspection
- 25-26 OPERATIONAL READINESS INSPECTION
- 26-30 In Port Pearl Harbor, Hawaii
- 30 Enroute Yokosuka, Japan

DECEMBER

- 1-3 Enroute Yokosuka, Japan
- 4 Squadron Aircraft intercepted Soviet "BEAR" Reconnaissance Aircraft
- 5-8 Enroute Yokosuka, Japan
- 8-12 In Port Yokosuka, Japan
- 12-16 Enroute Subic Bay, Philippine Islands
- 16-21 In Port Subic Bay, Philippine Islands
- 21-22 Enroute Yankee Station
- 23-26 Yankee Station Operations
- 27 Aircraft Loss, F4B BUONO 153005
- 27-31 Yankee Station Operations

U. S. AIR FORCE

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PART II
NARRATIVE

During most of calendar year 1967, the "Aardvarks" of Fighter Squadron ONE HUNDRED FOURTEEN served under the leadership of Commander H. L. HALLELAND, USN. On 14 November, Commander J. E. MILLS, USN, relieved Commander HALLELAND at a formal change of command ceremony held at NAS Miramar, California.

Fighter Squadron ONE HUNDRED FOURTEEN, with a complement of approximately 240 enlisted personnel, thirty-eight officers and twelve F4B "Phantom II" aircraft, is normally deployed aboard the USS KITTY HAWK (CVA-63) as a component of Attack Carrier Air Wing ELEVEN. During retraining cycles ashore, the command is temporarily based at NAS Miramar, California where extensive ground and airborne training is conducted in preparation for redeployment to the Western Pacific.

Although the F4B was originally designed as a single purpose all weather fighter interceptor, the requirements of the Vietnamese war have considerably modified the mission and tasks of the squadron. In addition to the interceptor role, the Phantom II has proven to be an outstanding multiple purpose weapons system. The versatility of the aircraft enables the squadron to fly many varied missions among which are: Target Combat Air Patrol (TARCAP); MIG Combat Air Patrol (MIGCAP); Force Combat Air Patrol (FORCECAP); Barrier Combat Air Patrol (BARCAP); weather and armed reconnaissance; photo reconnaissance escort, strike flights, flak suppression flights and the maintenance of Condition Five Alert watches.

The Target Combat Air Patrol (TARCAP) mission is normally flown on coordinated Air Wing strikes when penetrating a potential enemy fighter threat

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area. The LARCAP provides protective cover for the strike group enroute to the target, sweeps the area towards the threat sector, and provides cover during the retirement phase.

The Barrier Combat Air Patrol consists of a section of F4 aircraft stationed on a surface unit TACAN radial, selecting its own barrier orientation and altitude for maximum radar effectiveness. The BARCAP is defensive in nature and since its movements and intentions are easily interpreted by the enemy, serves as a deterrent to enemy air action against the support aircraft and surface units in the Gulf of Tonkin.

As a strike or flak suppression aircraft, the F4 can be configured to carry almost any type of conventional weapons. It can also be re-configured to carry nuclear weapons in a reasonably short time. On strike missions in Vietnam the squadron carried such ordnance as: 2.75 "rockets, 5.00" rockets, all types of bombs, MK24 paraflares, in addition to Sparrow III and Sidewinder missiles.

Condition: Five Alert watches consist of an interceptor capable of being launched within five minutes to counter any airborne or surface threat to the force. These watches are maintained twenty-four hours a day when the ship is located in a potential threat area.

The squadron was assigned two new missions during 1967, MIG Combat Air Patrol (MIGCAP) and Force Combat Air Patrol (FORCECAP). The MIGCAP was stationed overland and received vectors to intercept airborne enemy aircraft, a tactic highly successful during coordinated Air Wing strikes to prevent MIGS from attacking the strike group. FORCECAP was launched to maintain an additional Combat Air Patrol station whenever an enemy attack on the task group seemed highly probable. FORCECAP had the same function as Barrier Combat Air Patrol with the added advantage of having four fighters airborne instead of the usual two.

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The combat fuel package of the FORCECAP and BARCAP fighters was greatly increased during this deployment by refueling the aircraft while on station, thus giving the fighters extra fuel in the event of a MIG engagement. Effective time-on-station for BARCAP and FORCECAP was thereby increased considerably.

In 1967, Fighter Squadron ONE HUNDRED FOURTEEN spent seven months deployed to the Western Pacific aboard USS KITTY HAWK (CVA-63). The remaining five months consisted of a short re-training cycle which included a one-month carrier refresher/weapons training exercise aboard the USS KITTY HAWK (CVA-63) steaming off the coast of Southern California, and a two week deployment to NAAS Fallon, Nevada for conventional weapons delivery training (SEE ANNEX D).

On 1 January 1967 Fighting 114 was on its first line period in the Gulf of Tonkin coordinating combat operations against North Vietnam. During the first two weeks of the line period, nine squadron aircraft received battle damage in varying degrees. This trend was partially eliminated by raising the release altitude during dive bombing runs from 3000 ft. to 5000 ft. AGL. The enemy air defenses had considerably intensified since the previous '65-'66 deployment.

On January fourth, we departed Yankee Station for Subic Bay, Philippine Islands, arriving there on the sixth for nine days of rest and relaxation. We sailed from Subic Bay on January fifteenth, arriving on Yankee Station on the seventeenth. Our first aircraft loss of Calendar Year 1967 occurred on January 19 when LCDR Donald R. ASHEY, USN, (b) (6) Pilot and LTJG Dennis M. EHRLICH, USNR, (b) (6) NFO, were both killed when they lost an engine immediately after a maximum load catapult launch in F4B BUONO 153029. The aircraft stalled and collided with the water at approximately 18° 55' N, 107° 10' E. Neither crewman was recovered.

Our Yankee Station operations continued until the fourteenth of February, when the ship set sail for Subic Bay, P. I. We arrived on the sixteenth and

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rested for five days. On the twenty-second of February we set sail for Hong Kong, B.C.C. arriving on the twenty-fourth.

The KITTY HAWK departed Hong Kong on the first of March and commenced her third line period of the cruise on the third of the month. The line period lasted until March 30 and was a relatively safe period for the squadron, with no aircraft or personnel lost.

On the thirtieth we departed Yankee Station for Subic Bay, P. I. arriving in port on the thirty-first. While in port, the squadron flew many training sorties to improve our readiness in air combat maneuvering, tactics and air to air intercepts. On April 6th, LTJG (b) (6) Pilot, and LTJG (b) (6) (b) (6) NFO, were forced to eject from F4B BUONO 152999 when the pilot inadvertently spun his aircraft at low altitude while engaged in air combat maneuvering. The ejections occurred approximately 42 miles north of Clark Air Force Base at latitude 15° 52' N, longitude 120° 39' E. and both crewmen were picked up with no injuries. On the tenth of April, we departed Subic Bay for Yankee Station arriving on the twelfth. The twenty-fourth of April was one of the most eventful days of the entire cruise as two North Vietnamese MIG jets were shot down by the "Fighting Aardvarks" of VF-114. In a MIG engagement following the first air strike against Kep Airfield, LCDR (b) (6) Pilot, and ENS (b) (6) NFO, were credited with destroying a MIG-17 aircraft. In the same engagement LT (b) (6) and his NFO LTJG (b) (6) shot down another MIG-17 aircraft. Both MIG's were destroyed by AIM-9B "Sidewinder" missiles. Following the engagement LCDR (b) (6) and ENS (b) (6) discovered that their wing fuel would not transfer probably due to battle damage. Both crewmen ejected at sea and were promptly picked up by helicopter. Their aircraft, F4B BUONO 153000, crashed at 20°31'N. Lat., 107°21'E Long. This engagement was

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also noteworthy in that it marked the second time during the cruise that LT

(b) (6) was credited with destroying an enemy aircraft.

The fourth line period continued until the twenty-eighth of April when we set sail again for Subic Bay, arriving on the thirtieth. After six days in Subic Bay, the KITTY HAWK departed for her fifth line period, commencing flight operations on Yankee Station on the eighth of May. This fifth and final period was to prove costly to the squadron both in loss of aircraft and in the loss of flight crews. On the first day of the air operations F4B BUNO 152997 crashed into the sea immediately after launch due to over-rotation off the catapult at maximum aircraft gross weight. The pilot, LTJG (b) (6) ejected and was recovered but his NFO, LTJG Thomas J. STEIMER, who also ejected from the aircraft was lost at sea. The aircraft sank at approximately 18°08'N, Long. 107°51'E.

On the fourteenth of May, during a coordinated Air Wing strike on Thanh Hoa, F4B BUNO 153001, was struck by enemy anti-aircraft fire. LCDR (b) (6) Pilot, and LT (b) (6) NFO, were forced to eject five miles east of the city. Two parachutes were observed but it is presumed that both were captured and are now prisoners of the North Vietnamese.

Five days later, F4B BUNO 153004 received a direct hit by a surface-to-air missile (SAM) during an Air Wing strike against Hanoi. LTJG (b) (6) Pilot, and LTJG (b) (6) NFO, both ejected ten miles south of the city. Two parachutes were observed but search and rescue operations were not feasible due to location. It is presumed both were captured and are now prisoners of the North Vietnamese.

The squadron's third aircraft loss in fourteen days occurred on the twenty-first of May when F4B BUNO 153040 was hit by enemy groundfire during another strike against Hanoi. By his skillful maneuvering of the almost uncontrollable

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aircraft, LT (b) (6) the Pilot, managed to fly his aircraft to the northeast corner of Laos where he and ENS (b) (6) NFO, ejected. Both were rescued within a few hours. LT (b) (6) received minor injuries while ENS (b) (6) sustained a broken arm and multiple bruises. The aircraft crashed at 20°07'N, 104°30'E.

The KITTY HAWK left the line for the last time on the twenty-third of May. After spending three days in Subic Bay, the ship departed for Yokosuka, Japan on the twenty-eighth, arriving on the first of June. On the tenth of June, we left Yokosuka bound for San Diego, where we arrived on the twentieth of the month.

VF-114 made the 1966-1967 WESTPAC deployment with its sister squadron, VF-213. During every line period, each F4 squadron alternated missions by flying as strike aircraft for one half the line period and fighter for the remainder. By this means, difficult armament reconfiguration problems were held to a minimum. The standard F4 configuration varied, depending on whether the mission was as a fighter or attack. During the first line period, the F4 squadron assigned the fighter task carried the MK4 Gun Pod on the centerline station and two external wing tanks on the outboard station. The Gun Pod proved undesirable and during the remainder of the deployment the 600-gallon centerline tank configuration was standardized for both the fighter or attack missions.

The fighter configured F4 carried four AIM-7E "Sparrow" missiles on stations 3, 4, 6 and 7 and two AIM-9D "Sidewinder", one each on stations 2 and 8.

The strike configured F4 carried AIM-7E "Sparrows" on stations 3 and 7. The ordnance ejection rack configuration varied depending on the ordnance required for the specific target, but were generally Multiple Ejection Racks (MERS) on aircraft stations 1 and 9 for bombs or Triple Ejection Racks (TERS)

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on the same stations for rockets.

With the arrival of the USS KITTY HAWK (CVA-63) in San Diego on the twentieth of June, the squadron based ashore at NAS Miramar and began a post-deployment stand-down period. During this time maximum leave was granted and only a minimum amount of flight operations and maintenance work were conducted. Toward the end of the leave period the squadron was informed that a full complement of operational aircraft would not be continuously available for the training cycle. The primary reasons for the shortage were the need for all deploying F4B aircraft to receive modifications to the avionic and structural systems coupled with a delay in the F4J becoming fully operational.

Since all squadron at Miramar during this period had the same problem COMFAIRMIRAMAR transferred aircraft assets into and out of fleet squadrons in an effort to allow each squadron sufficient aircraft to meet planned training commitments.

The onboard count of squadron aircraft fluctuated between four and eighteen while manpower assets were divided between modification teams, schools and deployments and were frustrated by the long delays encountered in obtaining parts required. Despite these problems, the squadron did manage, through a maximum effort to complete most of the training requirements in the very short period of time available. This was the first time in the squadron's history that two twelve hour shifts was required to meet training requirements with a shortage of training assets.

After approximately one month ashore, the squadron began training in earnest for its forthcoming third WESTPAC deployment. On the nineteenth of August, the command deployed to NAS Fallon, Nevada for concentrated conventional weapons delivery training. After two weeks of intensive bombing and rocket firing exercises, the squadron returned to NAS MIRAMAR on the first of September. (SEE ANNEX D)

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Throughout the summer, all squadron aircraft were fitted with the electronic warfare "Shoehorn" modification. When the modification was completed, all squadron aircraft were equipped with APR-25, APR-27, ALE-29 and AIQ-51 gear. All the new EW equipment worked well during practice runs at several ranges in California and the squadron felt confident that the gear would be a great asset on their forthcoming deployment.

The remainder of our training cycle consisted of air-to-air intercepts, air combat maneuvering, low level navigation and conventional weapons delivery.

Weeks of hard work and late hours culminated in our annual Administrative-Material Inspection which was held at NAS Miramar on the fourth of October. The overall squadron inspection grade was 94.01 which was in the "high excellent" category. This was an increase over the previous years grade of 91.25.

The squadron embarked in USS KITTY HAWK on the tenth of October for three weeks of operations off the coast of Southern California. Coordinated Air Wing flight operations similar to those in the Gulf of Tonkin were practiced.

The squadron returned to Miramar on the thirtieth of October and began final preparations for the forthcoming WESTPAC deployment. On the fourteenth of November, at change-of-command ceremonies, Commander Henry L. HALLIELAND, USN, was relieved by Commander Joseph E. MILLS, USN, as Commanding Officer of VF-114. (SEE ANNEX F)

On the eighteenth of November the USS KITTY HAWK, with Attack Carrier Air Wing ELEVEN embarked, set sail from San Diego on its third WESTPAC deployment. During transit, ground training was directed toward discussion of combat tactics and the latest air intelligence reports received from SEASLA.

Upon arriving within divert distances of the Hawaiian Islands, flight

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operations were conducted. We arrived at Pearl Harbor on the twenty-third and departed the next day for the Operational Readiness Inspection conducted in the waters of Hawaii. The squadron received an excellent grade of 91.25, bettering last years mark of 89.4. While in Hawaii, we exchanged combat/operational information with our counterparts from the USS CONSTELLATION and CVW-14.

On the thirtieth of November, KITTY HAWK departed Hawaii for Yokosuka, Japan. During our transit to Japan, one of our squadron aircraft was launched on the fourth of December and intercepted a Russian "Bear" reconnaissance aircraft. The "Bear", with its "Lardvark" escort, made several passes over the ship and then departed.

We arrived in Yokosuka on the eighth of December and remained there until the twelfth when we departed for Subic Bay, P. I. Since airfields were continually within divert distance, the ship conducted operational training flights in transit. The ship arrived in Subic Bay on the sixteenth of the month.

Departing Subic Bay on the twenty-first of December, the ship arrived on Yankee Station the twenty-third and began its first line period of the 1967-1968 WESTPAC cruise.

On the twenty-seventh, the squadron lost its final aircraft of Calendar Year 1967. F4E BUW 153005, with LCDR (b) (6) Pilot, and LTJG (b) (6) WFO, were lost while on an armed reconnaissance mission along the North Vietnamese coastline. Radar and voice contact was lost and it is presumed the aircraft crashed approximately 19°05'N Lat, 105°37'E Long. The crewmembers are officially listed as missing-in-action.

The year proved that the squadron is worthy of its motto "First to Fight"

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as the "Aardvarks", while on cruise, participated in major strikes against such formidable North Vietnamese targets as Hanoi, Haiphong, Thanh Hoa, Dong Phong Thong, Nam Dinh, Vinh as well as the first United States' strike against Kep Airfield. (SEE ANNEX III C-5). During the cruise the squadron flew over 1,400 sorties during which almost two and a half million pounds of ordnance was delivered on targets throughout Vietnam. In addition, squadron crewmen accounted for 2 MIG and one "Colt" kills.

The Calendar Year ended, as it did the previous year, with Fighting 114 at sea embarked in the USS KITTY HAWK actively engaged in the Vietnam conflict.

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ROSTER OF OFFICERS
NINETEEN HUNDRED AND SIXTY SEVEN

<u>RANK/NAME/FILE NO./DESIG</u>	<u>REPORTED</u>	<u>DEPARTED</u>
CDR H. L. HALLELAND, (b) (6)	7 DEC 65	14 NOV 67
CDR J. E. MILLS, (b) (6)	6 JUL 66	
CDR (b) (6)	14 NOV 67	
LCDR (b) (6)	3 SEP 66	1 MAR 67
LCDR D. R. BASHBY, 595765/1310	23 AUG 65	19 JAN 67 (1)
LCDR (b) (6)	19 SEP 66	
LCDR (b) (6)	25 FEB 65	31 JUL 67
LCDR (b) (6)	5 JUL 66	22 JUN 67
LCDR (b) (6)	6 MAR 67	14 MAY 67 (2)
LCDR (b) (6)	16 APR 67	
LCDR (b) (6)	6 JUL 67	
LCDR (b) (6)	25 JUL 67	
LCDR (b) (6)	8 SEP 67	27 DEC 67 (3)
LCDR (b) (6)	23 SEP 67	
LCDR (b) (6)	11 NOV 67	
LT (b) (6)	2 SEP 66	14 MAY 67 (2)
LT (b) (6)	23 OCT 66	10 AUG 67
LT (b) (6)	5 MAY 65	
LT (b) (6)	16 AUG 66	29 JUN 67
LT (b) (6)	21 MAY 66	21 AUG 67
LT (b) (6)	7 AUG 66	29 JUN 67
LT (b) (6)	7 MAR 66	3 JUL 67
LT (b) (6)	16 AUG 66	
LT (b) (6)	29 AUG 66	
LT (b) (6)	17 FEB 66	31 JUL 67
LT (b) (6)	19 JAN 66	31 JUL 67
LT (b) (6)	2 SEP 66	7 SEP 67
LTJG (b) (6)	20 JUN 66	
LTJG (b) (6)	28 JUL 66	14 APR 68
LTJG (b) (6)	9 SEP 66	
LTJG D. M. EHRLICH, (b) (6)	25 AUG 66	19 JAN 67 (1)
LTJG (b) (6)	2 SEP 66	21 JUL 67
LTJG (b) (6)	24 AUG 66	19 MAY 67 (2)
LTJG (b) (6)	20 JUN 66	19 MAY 67 (2)
LTJG (b) (6)	27 SEP 66	22 JUN 67
LTJG (b) (6)	30 SEP 65	18 JUL 67
LTJG (b) (6)	12 MAR 65	7 APR 68
LTJG (b) (6)	30 SEP 66	31 OCT 67
LTJG (b) (6)	27 MAR 66	18 JUL 67
LTJG (b) (6)	30 SEP 65	7 AUG 67
LTJG (b) (6)	22 FEB 66	24 JUL 67
LTJG T. J. STEIMER, (b) (6)	24 APR 66	8 MAY 67 (1)
LTJG (b) (6)	24 OCT 66	
LTJG (b) (6)	4 NOV 66	31 JUL 67
LTJG (b) (6)	24 OCT 66	16 OCT 67
LTJG (b) (6)	21 JUN 67	
LTJG (b) (6)	22 JUN 67	
LTJG (b) (6)	26 JUN 67	
LTJG (b) (6)	10 JUL 67	
LTJG (b) (6)	30 JUN 67	

RANK/NAME/FILE NO./DESIGREPORTEDDEPARTED

LTJG (b) (6)	14 JUL 67	- - - - -	
LTJG	14 JUL 67	- - - - -	
LTJG	3 AUG 67	- - - - -	
LTJG	3 AUG 67	- - - - -	
LTJG	14 AUG 67	- - - - -	
LTJG	14 AUG 67	- - - - -	
LTJG	21 SEP 67	- - - - -	
LTJG	29 SEP 67	- - - - -	
LTJG	18 AUG 67	27 DEC 67	(3)
LTJG (b) (6)	18 AUG 67	- - - - -	
LTJG	18 AUG 67	- - - - -	
LTJG	18 AUG 67	- - - - -	
LTJG	25 SEP 67	- - - - -	
LTJG	26 SEP 67	- - - - -	
ENS (b) (6)	6 MAR 67	- - - - -	
ENS	9 OCT 67	- - - - -	
W-3	25 SEP 67	- - - - -	

NOTES:

- (1) Killed as a result of an aircraft crash.
- (2) Prisoner of War.
- (3) Missing in Action.

ROSTER OF ENLISTED PERSONNEL
NINETEEN HUNDRED AND SIXTY-SEVEN

<u>NAME</u>	<u>SERV NO.</u>	<u>RATE</u>	<u>DATE RPTD ONBD</u>	<u>DATE TRANS/SEP</u>
(b) (6)	(b) (6)	SD2	23 SEP 63	
		ADJ2	31 MAR 67	
		AME1	13 OCT 65	30 OCT 67
		AME1	25 JUN 67	
		ADJ1	25 JUN 67	
		AE2	15 SEP 65	
		AE3	21 DEC 67	
		AMS3	1 NOV 66	
		ASC	11 AUG 65	2 OCT 67
		AZ1	26 JUN 67	2 MAR 68
(b) (6)	(b) (6)	SD2	16 FEB 67	
		ADJ1	8 DEC 67	
		AME1	12 JUL 66	
		ADJ3	30 NOV 66	
		LTN3	22 NOV 65	20 JUL 67
		LTN2	5 FEB 66	
		SN	1 APR 67	
		SD2	6 OCT 67	
		AME1	14 JUL 65	
		AOL	29 JUN 67	6 NOV 67
		ADJ3	28 JAN 67	
		AN	23 NOV 66	
		AME1	16 JUN 65	27 JUL 67
(b) (6)	(b) (6)	AZAN	21 JUN 66	4 APR 68
		AT1	22 JAN 64	8 JAN 67
		PR2	6 JAN 67	

(b) (6)

(b) (6)

ADJ2	22 NOV 65	26 JUN 67
AN	26 JUN 67	
AQF2	2 MAY 66	
AQF2	17 MAR 65	14 NOV 67
AQC	1 JUL 65	
AE3	31 DEC 66	
AME2	12 AUG 64	18 FEB 67
AN	26 JUN 67	
AN	22 NOV 65	
ADJ3	18 AUG 65	2 MAY 67
A02	6 MAR 67	
AMH3	22 JAN 66	
A02	19 OCT 67	
AT1	7 SEP 67	
ADJ1	3 JUL 63	
AMH2	2 MAY 66	2 APR 67
AMHC	17 MAR 66	28 APR 68
AQF2	23 NOV 65	
ADJ3	28 APR 65	10 NOV 67
AE2	24 MAR 66	
AK3	20 FEB 65	26 OCT 67
AE2	30 JUN 66	15 NOV 67
AMH3	23 NOV 65	30 AUG 67
AMH2	3 FEB 64	
AA	30 SEP 65	
ADJC	27 OCT 66	
A03	21 APR 65	1 SEP 67
AME3	24 MAY 66	
AMH3	2 JUL 65	14 NOV 67

(b) (6) (b) (6)

AQCS	31 MAR 65	2 MAY 67
TN	28 MAY 65	
ADJ1	29 SEP 65	6 APR 67
AMSC	5 FEB 66	
ADJ3	25 JUN 64	25 AUG 67
AMH1	23 MAY 66	
PN3	10 NOV 67	

(b) (6)

(b) (6) (b) (6)

ADJG	14 SEP 67	
AN	5 AUG 66	
ATN3	5 FEB 66	20 JUN 67
AE3	17 AUG 67	
AEC3	10 APR 63	2 APR 67
ADJ3	29 JUN 65	16 AUG 67
AN	5 FEB 66	
AMS2	9 DEC 65	
SA	6 SEP 66	14 NOV 67
TN	6 SEP 65	
AMS3	1 MAY 67	
AMH3	18 AUG 65	2 MAY 67
ADJ2	21 JUN 66	
AN	21 JUN 67	
ATN2	1 SEP 66	14 NOV 67
ADJ3	8 MAR 66	14 NOV 67
AEC	5 JUL 67	2 APR 68
ADJ3	31 MAR 65	
AMS2	21 JUN 66	1 AUG 67
AN	26 JUN 67	
AE3	26 JUN 67	
ADJ3	7 APR 64	2 MAY 67

(b) (6)

(b) (6)

ATN3	26 JUN 67	
AMH3	5 FEB 66	10 NOV 67
A02	26 JUN 67	
SA	31 MAR 67	18 NOV 67
ADJ3	17 SEP 66	
AMS3	3 MAR 65	2 MAR 68
AE2	22 JUN 66	
AMS3	31 AUG 67	18 NOV 67
AME2	24 APR 66	
ADJ2	1 NOV 66	
AN	20 FEB 66	14 NOV 67
AME2	1 SEP 65	
AN	7 JAN 65	18 MAR 68
AMH1	22 MAR 67	
AA	20 JUL 66	13 JAN 67
AQB3	19 MAR 67	
YN3	23 APR 65	17 MAR 67
AQF2	27 MAR 66	5 APR 68
PR1	7 SEP 67	
AQF3	17 FEB 65	1 SEP 67
A03	8 OCT 64	
AMS3	4 AUG 65	
AN	31 MAR 67	
AE1	5 FEB 66	
AQC	5 MAR 65	3 JUN 67
ADJ1	6 JAN 67	
EN3	11 OCT 67	
AE2	17 AUG 67	
SN	3 AUG 67	

(b) (6)

(b) (6)

(b) (6)

(b) (6)

A03	19 OCT 67	
AFCM	25 JUN 67	
AMT3	24 DEC 63	20 JUN 67
ADJ3	24 AUG 67	
AMHAN	17 AUG 67	
HM1	18 JUL 67	
ADJ3	16 NOV 67	
AMS2	15 MAR 64	28 JUL 67
ATC	18 JUL 67	
AMS1	15 MAY 66	
EN3	26 JUN 67	11 JUL 67
AA	1 MAY 65	
ADJ1	26 JUN 67	
AJF2	26 JUN 67	
AK2	24 JUL 66	1 JUL 67
ADJAN	22 NOV 65	
AEC5	24 MAR 65	
AZ2	23 AUG 67	
AQ3	23 AUG 67	
ASE3	14 JUN 66	
AEB2	5 FEB 66	
AMOS	6 FEB 67	
AQ1	22 APR 68	
PN3	20 SEP 66	
AME3	26 JUN 67	
AT1	30 OCT 67	
AA	6 JAN 67	29 JUN 67
A03	14 JUN 66	1 JUL 67
ADJ2	28 JUN 65	

(b) (6)

(b) (6)

AK1	12, AUG 65	
ADJ2	25 JAN 66	
AE2	29 SEP 65	
AE1	8 OCT 65	18 FEB 67
A03	22 JAN 66	
AN	1 SEP 65	2 MAY 67
PN2	2 SEP 66	
ADJAA	16 NOV 67	
A01	5 MAR 67	
ADJC	26 OCT 66	3 JUN 67
PR3	6 JAN 65	22 AUG 67
AEC	17 FEB 65	3 OCT 67
ADJ3	16 FEB 67	
AE3	7 APR 65	30 OCT 67
YNSN	11 AUG 67	
ATN3	31 OCT 67	
AMH1	1 SEP 67	
ADJ3	12 OCT 67	
ADH3	15 JUN 66	
SN	4 AUG 66	
AMS3	6 JAN 67	
AQF3	27 OCT 66	2 MAY 67
A03	9 DEC 64	14 NOV 67
ABH3	20 OCT 66	
ADCS	23 DEC 66	28 JUL 67
SN	5 FEB 66	
ATN3	17 AUG 67	
ADJ3	19 OCT 67	
YN2	26 AUG 67	

(b) (6)

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(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

ADJ3	20 JUL 67	
AZ3	25 AUG 65	2 MAY 67
AMR2	22 JUN 66	18 FEB 67
AME1	5 OCT 65	5 JUN 67
AME2	14 AUG 67	
AMH3	26 JUN 67	
ADCS	8 FEB 67	9 NOV 67
YN2	17 APR 66	29 AUG 67
AE2	24 OCT 66	
AE2	22 JUN 66	
AN	30 SEP 67	
AQF2	2 SEP 64	27 MAR 67
ADJ1	21 OCT 66	
AME1	21 JUN 66	14 NOV 67
AQ2	23 JAN 66	
AQ3	11 AUG 66	31 OCT 67
AN	24 APR 66	11 AUG 67
ADJ1	23 SEP 66	
AN	5 FEB 66	
ADJ1	8 FEB 66	6 FEB 67
AT2	13 JAN 67	
ATR3	26 JUN 67	
FR3, *1	142 NOV 64	1 NOV 67
AQ3	23 AUG 67	
AN	31 AUG 67	
AZ3	29 OCT 66	
ADJ3	26 JUN 67	
AN	3 AUG 67	
AT N2	28 JUL 65	

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

A03 22 SEP 66

14 JAN 67

AQF2 8 OCT 66

A01 21 JUN 66

AQF2 27 JUL 67

A03 23 JUN 66

AN 31 MAR 67

AZ1 19 OCT 66

AR 1 APR 67

AQF3 10 AUG 67

ADJ3 22 JUN 66

A0F1 26 JUN 67

ADJ 3 17 MAR 66

1 SEP 67

ATG 26 JUN 67

SE 6 JAN 67

PR1 8 AUG 66

PR2 25 SEP 65

AQF2 8 FEB 66

ADJ3 22 APR 67

ADJ1 28 DEC 65

AN 2 APR 67

27 JAN 68

A03 10 FEB 67

2 APR 68

ATF2 18 AUG 66

AQF3 22 SEP 65

14 NOV 67

AQF3 17 MAR 65

7 JUL 67

ATG 12 DEC 65

AMN3 1 SEP 65

PR3 16 FEB 67

AQF3 14 AUG 67

PR2 29 JUL 66

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(b) (6)

(b) (6)

(b) (6)

(b) (6)

AN 1 APR 67

AGAN 25 AUG 66

AS 3 AUG 67

LK3 31 MAR 67

(b) (6)

AN 27 MAY 65

AN 26 JUN 67

ADJ1 1 JUL 66

CSC 5 FEB 66

AE2 27 OCT 66

(b) (6)

AMHC 20 FEB 67 13 NOV 67

AGE3 27 JUN 64 8 JAN 67

AZ1 16 FEB 67

AA 12 OCT 67

(b) (6)

AGP2 13 DEC 66

AGH2 12 DEC 67

AGL 15 MAR 64

(b) (6)

AMHC 19 APR 63 11 AUG 67

PRG 23 JUL 66

(b) (6)

ADJ2 6 OCT 67

AGHO 19 APR 63 11 AUG 67

AE3 22 JUL 64 2 MAY 67

(b) (6)

AMH2 23 MAR 64 14 NOV 67

AMG2 3 MAR 65 14 APR 63

LE2 24 AUG 66

(b) (6)

EN3 4 NOV 66 1 JUL 67

ADJ3 10 AUG 67

AO3 3 MAR 65 14 NOV 67

AGP2 10 FEB 65 15 NOV 67

AGP3 24 MAY 66

LTN3 7 SEP 67

(b) (6)

(b) (6)

AMS3 5 OCT 66 3 OCT 67

AQD3 7 SEP 67

ADJ3 7 NOV 67

ATR2 27 JUL 66

SA 4 JUL 67

SD3 19 APR 65 7 SEP 67

AT1 6 OCT 65 6 JUN 67

AN 26 JUN 67

A01 15 JUN 66

AN 31 MAR 67

AN 26 JUN 67

(b) (6)

AQFAN 17 AUG 67

AQBAN 14 AUG 67

ADJC 24 OCT 67

AN 2 OCT 65

AMEAN 8 SEP 65

YN3 3 AUG 65 7 JUL 67

HM2 3 SEP 67

ADJ3 5 MAY 65 1 MAR 68

AEP 9 JAN 67 14 NOV 67

A03 19 OCT 67

AQF3 7 JUL 65 15 NOV 67

AMS1 16 DEC 65

AMH3 15 OCT 64 26 MAR 67

PR3 17 OCT 66 (OCT 67)

AMS3 1 MAY 67

AME3 11 SEP 67

A03 29 SEP 66

A03 13 OCT 65 18 FEB 67

(b) (6)

(b) (6)

AMH3 16 DEC 65 3 MAY 68

ATN2 20 OCT 66

(b) (6)

AOC 26 JUN 67

AMH3 25 JUN 64 11 SEP 67

(b) (6)

ADJ2 22 NOV 65

AMH 2 5 APR 66

AME3 9 DEC 65

AMHC 16 AUG 67

AK2 28 SEP 67

AMH2 9 OCT 67

CS2 6 JAN 67

AA 22 NOV 65

AN 7 NOV 67

(b) (6)

ATN3 8 SEP 66

AMH2 8 JUL 65 25 JUL 67

ADJ3 22 NOV 65 6 APR 67

AQF2 15 SEP 65 15 NOV 67

ADJ3 27 APR 65 25 MAY 67

AN 5 FEB 66

AQF3 10 AUG 67

AME2 24 MAY 66

AMS3 7 SEP 66

ADJ3 24 APR 66

AE3 8 SEP 66

AN 3 AUG 67

AQF2 21 JUN 66

AQF3 27 MAR 66

AQF3 26 JUN 67

A03 9 DEC 65 8 JUN 67

(b) (6)

(b) (6)

AA	2 APR 67	
ATN 3	20 FEB 66	18 AUG 67
AMS2	14 SEP 67	
AE3	25 JAN 67	25 AUG 67
AMS2	29 JUN 66	1 APR 67
AMS2	26 JUN 67	
AMH3	26 OCT 67	
AMS3	27 MAR 66	
A01	18 JUN 65	
AN	17 MAR 66	28 JUL 67
AE2	19 MAR 66	6 APR 67
AEG	18 APR 64	24 APR 67
A02	3 JUL 67	28 SEP 67
ADJ3	20 JAN 65	27 SEP 67
ATR2	5 MAY 65	14 NOV 67
AQCS	18 OCT 65	1 SEP 67
PNC	16 OCT 65	
SN	20 SEP 66	
ADJ2	20 JUL 66	

(b) (6)

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FLIGHT STATISTICS (1967)

MONTH	SORTIES	FLT EST	CAT SHOTS	ARR IDGS
JAN	193	269	263	260
FEB	185	205	246	246
MAR	358	590	214	214
APR	298	425	235	249
MAY	230	347	190	190
JUN	23	36	8	2
JUL	87	132	0	0
AUG	274	351	0	0
SEP	217	366	66	72
OCT	234	423	210	203
NOV	59	83	48	47
DEC	152	246	152	144
TOTAL	2310	3473	1632	1618

GROUP-3

Downgraded at 12 year intervals;
not automatically declassified.

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	* JAN	* FEB	* MAR	* APR	* MAY	JUN	JUL	AUG	SEP	OCT	NOV	* DEC	Total Number	Total Pounds
450465#	333		363	214	314			44	32	36	12	179	1527	450465#
1511475#	881		865	474	216			18		4		421	2879	1511475#
190936#					114					4	12	102	232	190936#
13280#				2	14								16	13280#
14560#								10		16	2		28	14560#
31850#							131	785	89	123	146		1274	31850#
48500#	11							183					194	48500#
10800#				12									12	10800#
8829#	24		24	44	53				45	72	30		327	8829#
21694#		334	269	404	613			110	65	42	14	185	2086	21694#
11220#								563	21	76			660	11220#
42504#	16		44	104	79					10			253	42504#
41712#											8	80	88	41712#
14355#	3	2	2	10	14					1	1		33	14355#
3420#	1			3	8				2		4		18	3420#
	1269	386	1567	1267	1460	0	131	1713	254	384	229	967	9627	
Total Number	56834#	40806#	598096#	390036#	398482#	0	3275#	114016#	20377#	37126#	25359#	474936#	2610850	Total Pounds

* Denotes Combat Expenditures

UNCLASSIFIED

LIST OF AWARDS AND RECOMMENDATIONS

<u>NAME</u>	<u>DISTINGUISHED FLYING CROSSING</u>	<u>AIR MEDALS</u>	<u>NAVY COMM. MEDAL</u>	<u>MISCELLANEOUS AWARDS</u>
(b) (6) [REDACTED] CDR	4	22	5	
(b) (6) [REDACTED] CDR	2	9	4	
(b) (6) [REDACTED] LCDR	0	7	4	
(b) (6) [REDACTED] LCDR	0	7	4	
(b) (6) [REDACTED] LCDR	0	15	3	
(b) (6) [REDACTED] LCDR	0	1	1	2 Navy Achievement Medals
(b) (6) [REDACTED] LCDR	0	7	6	
(b) (6) [REDACTED] LT	0	6	4	
(b) (6) [REDACTED] LT	0	6	3	
(b) (6) [REDACTED] LT	0	0	1	Navy Achievement Medal
(b) (6) [REDACTED] LT	1	13	5	Silver Star Medal & Purple Heart
(b) (6) [REDACTED] LT	1	18	6	
(b) (6) [REDACTED] LT	0	13	3	
(b) (6) [REDACTED] LT	0	7	5	
(b) (6) [REDACTED] LT	0	6	3	
(b) (6) [REDACTED] LT	0	13	3	
(b) (6) [REDACTED] LT	1	20	4	
(b) (6) [REDACTED] LT	1	8	5	
(b) (6) [REDACTED] LTJG	0	6	3	
(b) (6) [REDACTED] LT	0	5	1	
(b) (6) [REDACTED] LT	0	4	1	
(b) (6) [REDACTED] LT	0	8	4	
(b) (6) [REDACTED] LT	0	0	1	Navy Achievement Medal
(b) (6) [REDACTED] LTJG	0	4	3	
(b) (6) [REDACTED] LTJG	1	18	3	
(b) (6) [REDACTED] LTJG	0	5	0	
(b) (6) [REDACTED] LTJG	0	14	4	
(b) (6) [REDACTED] LTJG	2	22	3	
(b) (6) [REDACTED] LTJG	0	10	2	
(b) (6) [REDACTED] LTJG	0	7	5	
(b) (6) [REDACTED] LTJG	0	4	3	
(b) (6) [REDACTED] LTJG	0	6	2	
(b) (6) [REDACTED] ENS	1	3	3	Purple Heart

REPORTED TO VF-114 in 1967; RECEIVED AWARDS AT ANOTHER COMMAND

(b) (6) [REDACTED] LTJG	0	5	1
(b) (6) [REDACTED] LTJG	0	4	2
(b) (6) [REDACTED] LTJG	0	4	1

UNCLASSIFIED

<u>NAME</u>	<u>DISTINGUISHED</u> <u>FLYING CRUISES</u>	<u>NAVY</u> <u>MEDALS</u>	<u>NAVY COMM.</u> <u>RECORD</u>	<u>MISCELLANEOUS</u> <u>AWARDS</u>
KILLED OR MISSING IN ACTION				
(b) (6), LCDR	0	1	0	Silver Star Medal
(b) (6), LT	0	1	1	
(b) (6), LTJG	0	3	0	
(b) (6), LTJG	1	1	0	
(b) (6), LTJG	0	2	0	

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AIRCRAFT LOST/DAMAGED 1 JANUARY - 31 DECEMBER 1967

<u>DATE</u>	<u>BUNO</u>	<u>NO. HITS</u>	<u>LOCATION OF DAMAGE</u>
1/14/67	153002	2	Stbd Flap/Stbd Aileron
1/19/67	153029	STRIKE	Aircraft launched and Hit water
1/21/67	153008	1	Stbd Fuselage
1/29/67	153001	3	Fuselage/Port Engine (FOD)
4/6/67	152999	STRIKE	Operational Training
4/17/67	153040	1	Stbd Windscreen
4/24/67	153000	STRIKE	Coastal Waters (COMBAT)
4/25/67	153005	10	Fuselage
4/25/67	153037	1	Fuselage
4/29/67	153004	1.	Stbd Aileron
4/29/67	153003	1	Fuselage
5/8/67	152997	STRIKE	Cat Shot
5/9/67	153037	1	Stbd Aileron
5/10/67	153004	2	Fuselage/Centerline External Fuel Tank
5/11/67	153001	1	Fwd. Canopy
5/14/67	153001	STRIKE	Enemy Territory
5/19/67	153004	STRIKE	Enemy Territory
5/21/67	153040	STRIKE	Laos Due To Enemy Ground Fire
12/27/67	153005	STRIKE	Coastal Waters (COMBAT)

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Major strikes in which VF-114 participated; 1967

<u>DATE</u>	<u>TARGET</u>
19 January	Dong Phong Thuong
19 January	Dong Phong Thuong Restrike
20 January	Dong Phong Thuong
20 January	Dong Phong Thuong Restrike
21 January	Ninh Binh
21 January	Ninh Binh Restrike
22 January	Ninh Binh
29 January	Thanh Hoa
4 February	Thanh Hoa
4 February	Thanh Hoa Restrike
5 February	Thanh Hoa
5 February	Thanh Hoa
10 March	Hon Gay
11 March	Bac Giang
20 April	Haiphong
20 April	Haiphong Restrike
24 April	Kep Airfield
25 April	Haiphong
26 April	Haiphong
26 April	Haiphong
26 April	Haiphong
10 May	Haiphong
14 May	Thanh Hoa
19 May	Van Dien (Hanoi)
19 May	Van Dien (Hanoi)
20 May	Haiphong
21 May	Van Dien (Hanoi)

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16 August 1967

From: Commanding Officer, Fighter Squadron 114 (VF-114)
To: DISTRIBUTION LIST

Subj: VF-114 Fallon Weapons Training Deployment 19 AUG - 1 SEP 67;
instructions for

Ref: (a) COMATKCARAIRWING 11 ltr dtd 31 JUL 67

Encl: (1) Operations
(2) Administration
(3) Communications
(4) Maintenance, Material and Ordnance
(5) Logistics
(6) Reports

1. Purpose. To provide instructions and guidance to all squadron personnel pertinent to the Fallon Weapons Deployment 19 August to 1 September 1967 as scheduled by reference (a).

2. Discussion. General and specific information pertinent to the entire period of the Fallon Weapons Deployment is contained in enclosure (1) through (6).

3. Cancellation. This letter is cancelled upon completion of the deployment and for record purposes on 10 September 1967.


H. L. HALLELAND

DISTRIBUTION:

VF-114 INST 5215.3b
LIST II AND III

ORIGINAL

1. General. During the period 19 August through 1 September 1967, Fighter Squadron 4 will be deployed to NAAS Fallon, Nevada for extensive weapons training.

2. Mission. To increase the combat readiness of FTRON 114 by providing (1) squadron concentrated training in conventional weapons delivery and close air support and (2) to develop procedures for AIR WING coordinated strikes as EMPLOYED IN NVN.

a. Squadron Training - Conducted during all but the last four days of the deployment. This training will include the missions as set forth in the schedule noted in Tab A. Aircrew and division assignments are found in Tab B. Additional in-flight refueling, AGN, Electronic Warfare Sorties etc. will be scheduled as available. All briefings and debriefings will be in accordance with F4B/J NATOPS, VF-114 Standing Operating Procedures and applicable directives as set forth by NAAS Fallon.

b. Air Wing Training - Conducted during the last four days of the deployment. This training will include live ordnance and associated supporting missions to closely simulate actual strikes employed in NVN. Tab C is a schedule of assigned Air Wing Strikes. Each strike will utilize at least four (4) squadron aircraft. Aircrew and Ordnance assignments will be promulgated at a later date. Coordination, briefing and debriefing will be in accordance with reference (a).

3. Conduct of Flight Operations.

a. Local flight operations will be conducted in accordance with NAAS Fallon Instructions 3710.1 and 3710.5C.

b. A course rules and target brief will be conducted by NAAS Fallon Operations Department for all Air Crews at 1800, 20 August at the NAAS Fallon Officer's Club.

c. The basis for all local flights will be the squadron flight schedule which will include the following information for each event:

- (1) Target or Impact Area
- (2) Time ON and OFF target
- (3) Type and amount of ordnance
- (4) Type delivery
- (5) Mission

d. Distribution of the flight schedule other than VF-114 copies will be as follows:

- 2 copies NAAS Fallons Operations (NLT1600)
- 2 copies COMCVM-11
- 7 copies Range Officer
- 3 copies Fuel Farm
- 1 copy OOD
- 2 copies BOQ
- 1 copy Medical
- 1 copy Galley

SQUADRON CONV

AL WEAPON SCHEDULE

DATE	ETD	TOT	TARGET	DIVISION	DELIVERY ORDNANCE
21 AUG	0900	0915-0945	BL7W	A	30°/6MK76/6X2.75
21	0930	0945-1015	BL7W	C	
21	1100	1115-1145	BL7W	A	
21	1130	1145-1215	BL7W	C	
21	1300	1315-1345	BL7W	B	
21	1330	1345-1415	BL7W	D	
21	1530	1545-1615	BL9	B	
21	1600	1615-1645	BL9	D	
21	1800	1815-1845	BL9	--- AS REQUIRED ---	
22	1100	1115-1145	BL9	B	
22	1130	1145-1215	BL9	D	
22	1330	1345-1415	BL9	B	
22	1400	1415-1445	BL9	D	
22	1530	1545-1645	BL9	--- AS REQUIRED ---	
22	1730	1745-1815	BL9	A	
22	1800	1815-1845	BL9	C	
22	2115	2130-2200	BL7W	A	
22	2145	2200-2230	BL7W	C	
23	1030	1045-1115	BL7E	A	
23	1100	1115-1145	BL7E	C	
23	1330	1345-1415	BL7E	A	
23	1400	1415-1445	BL7E	C	
23	1530	1545-1645	BL7E	--- AS REQUIRED ---	
23	1730	1745-1815	BL7E	B	
23	1800	1815-1845	BL7E	D	
23	2045	2100-2130	BL7E	B	
23	2115	2130-2200	BL7E	D	
24	1100	1115-1145	BL9	B	45/6MK76 20/6X2.75
24	1130	1145-1215	BL9	D	45/6MK76 20/6X2.75
24	1300	1315-1345	BL9	B	45/6MK76 20/6X2.75
24	1330	1345-1415	BL9	D	45/6MK76 20/6X2.75
24	1500	1515-1615	BL9	--- AS REQUIRED ---	
24	1730	1745-1815	BL9	A	45/6MK76 20/6X2.75
24	1800	1815-1845	BL9	C	45/6MK76 20/6X2.75
24	2045	2100-2130	BL7E	A	30°/6MK76/6X2.75 30°/6MK76/6X2.75 30°/6MK76/6X2.75
24	2115	2130-2200	BL7E	C	30°/6MK76/6X2.75

ENCLOSURE (1)

<u>DATE</u>	<u>ETL</u>	<u>LOT</u>	<u>Q</u>	<u>DIVISION</u>	<u>DELIVERY ORDNANCE</u>
					45/6MK76
25 AUG	0900	0915-0945	BL7E	A	20/6X2.75
					45/6MK76
25	0930	0945-1015	BL7E	C	20/6X2.75
					20/6X2.75
	1100	1115-1145	BL7E	A	20/6X2.75
					20/6X2.75
	1130	1145-1215	BL7E	C	20/6X2.75
					20/6X2.75
	1400	1415-1545	BL7E	--- AS REQUIRED ---	
					200/6MK76/6X2.75
25	1700	1715-1745	BL7E	B	200/6MK76/6X2.75
					200/6MK76/6X2.75
	1730	1745-1815	BL7E	D	200/6MK76/6X2.75
					300/6MK76/6X2.75
	2100	2115-2145	BL7E	B	300/6MK76/6X2.75
					300/6MK76/6X2.75
	2130	2145-2215	BL7E	D	300/6MK76/6X2.75
					300/6MK76/6X2.75
	0700	0715-0800	BL9	A	CAS
	0830	0845-0930	BL9	C	
	1000	1015-1100	BL9	A	
	1130	1145-1230	BL9	C	
	1300	1315-1400	BL9	E/D	
	1600	1615-1700	BL9	B	
	1730	1745-1830	BL9	D	

III - D - 4

ENCLOSURE (1)

CREWS FOR . . . ADROM TRAINING

A DIV.

1. (b) (6)
2. [REDACTED]
3. [REDACTED]
4. [REDACTED]

B DIV.

1. (b) (6)
2. [REDACTED]
3. [REDACTED]

C DIV.

1. (b) (6)
2. [REDACTED]
3. [REDACTED]

D DIV.

1. (b) (6)
2. [REDACTED]
3. [REDACTED]

SQUARE RIO: (b) (6)

		<u>COORDINATE</u>	<u>RE SCHEDULE</u>		
<u>DATE</u>	<u>TA</u>	<u>TIME</u>	<u>TARGET</u>	<u>TAKE COORDINATOR</u>	<u>TOT</u>
29 Aug	0800-0830		Fallon	VA-112	0815
29 Aug	1130-1200		Fallon	VA-114	1145
29 Aug	1500-1530		Fallon	VF-213	1515
29 Aug	1830-1900		Fallon	VF-114	1845
30 Aug	0800-0830		Fallon	VA-75	0815
30 Aug	1130-1200		Fallon	VA-112	1145
30 Aug	1500-1530		Fallon	VA-114	1515
30 Aug	1830-1900		Fallon	VA-75	1845
31 Aug	0800-0830		Fallon	VF-213	0815
31 Aug	1130-1200		Fallon	VF-114	1145
31 Aug	1500-1530		Fallon	VA-75	1515
31 Aug	1830-1900		Fallon	VA-112	1845
1 Sep	0800-0830		Fallon	VA-114	0815
1 Sep	1130-1200		Fallon	VA-75	1145

III - D - 6

ENCLOSURE (1)

1. General. Fighter Squadron 114 Administration will remain at NAS Miramar as part of Detachment ALPHA listed in Tab A. The functions to be performed are outlined in Tab B.

2. Personnel. Fighter Squadron 114 Admin/Personnel will request TAD order writing authority from COMFALMIRANAR for all personnel deploying. All support personnel (AK, TH, etc.) will be issued blanket TAD orders to NAS Fallon and directed to report to the NAS Fallon Officer of the Day. Advance party personnel, except support personnel, should be issued orders to report to the Commanding Officer, NAS FALLON pending the arrival of the squadron.

a. Attention is directed to COMFALMIRANAR/COMNAVSTAFVE INST 3120.1H which requires mess cooks, IAA and compartment cleaners be provided TAD to NAS FALLON. CVM-11 will provide flight surgeons who shall report to the Commanding Officer, NAS FALLON.

b. The following TAMS are applicable:

- Tab C - VF-114 Roster of Officers
- Tab D - VF-114 Roster of Enlisted Personnel
- Tab E - VF-114 Advanced Deployment Roster
- Tab F - VF-114 Officer/Enlisted Government Transportation Roster
- Tab G - VF-114 Officer/Enlisted Privately Owned Transportation Roster
- Tab H - VF-114 Officer Flight Deployment Roster

3. Personnel Records. Health records, service records, dental records and pay records will remain at NAS Miramar. Arrangements will be made for paydays to be held as originally scheduled.

4. CFAD Duty Officer. Squadron Duty Officer listed in Tab I are assigned additional duty as the CFAD Duty Officer on a rotational basis as listed in reference (a), enclosure (2). He will be assisted by an assistant CFAD Duty Officer, which will be a First Class or Chief Petty Officer, who will stand watches in accordance with reference (a) enclosure (2), Tab B. A CVM-11 Staff Officer will be available for assistance at all times.

5. Cleaning and Watch Bills. COMNAVSTAFVE NOTE 09120 of 12 May 1967 requires the provision of personnel for shore patrol, security watch, barracks fire watch and the hangar 300 cleaning bill. Assignments are as listed in reference (a), enclosure (2), Tabs B/C/D and E. The VF-114 LCPO will ensure compliance with the above.

6. Uniform. Uniforms are prescribed by the Commanding Officer, NAAS Fallon. For deployed period, uniforms will be as follows:

a. Officers and Chief Petty Officers

Uniform of the Day

Service Dress Khaki
Service Dress White
Tropical White Long
Tropical Khaki Long

Working Uniform

Khaki, Working

b. Enlisted Personnel

Uniform of the Day

Service Dress White
Tropical White Long

Working Uniform

Undress White Alpha
Bungarees, working

c. The wearing of civilian attire by Officers and Enlisted personnel will be in accordance with existing NAAS Fallon directives. It will be appropriate to the occasion and to the activity in which the person is participating.

7. Mess Passes. Mess passes will be issued to the CVW-11 Liaison Officer, upon arrival, by the NAAS Fallon Supply Officer. The LCPC will be responsible for fulfilling squadron requirements and will closely control the issuance and retention of mess passes. Special meal hours will be requested through the Air Wing Office.

8. Automobiles. Personnel authorized to drive to NAAS Fallon must have automobile insurance and a current Naval District insurance decal in order to be granted access to government property.

9. Movement Reports. Individual movement reports will be submitted with COMCVW-11 as an information addressee. The Communications Officer should familiarize himself with NMIP-10-1(A) prior to submission of these reports.

10. Arrival Conference. The Air Wing Liaison Officer will arrange for an arrival conference in accordance with reference (a).

11. Post Deployment Meeting. The Commanding Officer, NAAS Fallon will schedule this meeting prior to departure for discussion of the post deployment report.

12. Space Assignments. Space assignments will be in accordance with reference (a).

VF-114/NAS MIRAMAR OJ REGISTERED POSTER

<u>NAME</u>	<u>RANK</u>	<u>DATE/DESIG</u>
(b) (6)	LTJG	(b) (6) <u>OFFICER-IN-CHARGE</u>
(b) (6)	ENS	

III - D - 9

ENCLOSURE (2)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

AME1
AMS3
SD3 TAD SCHOOL
AME1 LV 8-1/9-1
ATR2 TAD SCHOOL
AA
AE1 TAD/IMA
ADJ3 LV 8-14/9-14 TAD/IMA
AN
AQ1 TAD/IMA
AE3 LV 8-1/8-27
SN
AO2
AMH3 TAD/IMA
AE2 TAD/IMA
AE2 LV 8-21/9-6
AME3
AMH3 TAD/IMA
AA TAD/IMA
ADJ1
AO3 DISCH 1 SEP 67
AMH3 TAD/IMA
AMS1
ADJ3
AMH1
SN
ADJ3
AMS3 LV 8-4/9-4
AA LV 7-14/8-25
AMS3 LV 8-25/9-16
AA
ADJ3
AMH3 TAD/IMA

(b) (6)	(b) (6)	AMH3	8-14/9-14	LV
(b) (6)	(b) (6)	AA		
(b) (6)	(b) (6)	AE2	8-1/9-1	LV
		ADJAN		
		AN		
		AME3		
		AN		
		AQF2	TAD/TMA	
		AQF3		
		AMS3		
		AA		
	(b) (6)	ADJ2	LV 8-20/8-31	
(b) (6)		AE3	NAMO TO 9/1/67	
		AA		
		ATC		
		ADJ2		
(b) (6)		AN	LV 8-1/3-1	
		AQF3		
(b) (6)		AE2	TAD/TMA	
		SN	LV 8-7/8-7	
		AMEAN	TAD/TMA	
(b) (6)		AK1		
		ADJ2	TAD/TMA	
(b) (6)	(b) (6)	AE3	NAMO TO 9/1/67	
		AQ3	TAD TO NOSP/TMA	
		PR2		
		PR3		
		AEC		
		AE3	TAD/TMA	
		AMS3		
		SN		
		ADJAN		
		AMEAN		
(b) (6)	(b) (6)	AQCS		
		TAD		
		AME		

(b) (6)

(b) (6)

ADJ1 LV 8-14/9-5

(b) (6)

(b) (6)

ANGL

AKI

AN

(b) (6)

ATMAN TAD/IMA

PR3 TAD/IMA

AQF3 TAD/IMA

AN LV 8-18/9-8

(b) (6)

AQBAN

(b) (6)

AZ1
ADJAN LV 8-1/8-27
ADJ3

(b) (6)

(b) (6)

AN

PR1 LV 8-17/9-2

AQF2

(b) (6)

ADJAN LV 8-13/8-29

AQF3

AEC

(b) (6)

PRAN TAD/IMA

AOAN

AA

AA

AN LV 8-14/9-14

ADJ1 TAD SCHOOL

CS1

CS

(b) (6)

AES TAD/IMA

AMHC

PRAN LV 8-7/9-7

AQF3 TAD/IMA

SD3

ATK3 TAD/IMA

AO1 TAD SHORE HQ/IMA

AOELAN TAD/IMA

AQF3 TAD/IMA

AGS1

PR3

(b) (6)

(b) (6)

AME3

AMH3

ADJ3 TAD/IMA

AMHC

AME3 LV 8-7/8-27

ADJ3 LV 8-12/9-2

AE3

AQF3 IMA/TAD

AQF3 LV 8-4/8-30

ATN3

AE3 DISCH 8-25

AMS3 TAD/IMA

ATR2 LV 8-22/9-18

AQCS

TNC

SN

ADJ3

(b) (6)

(b) (6)

B

FIGHTER SQUADRON 114

(VF-114) DETACHMENT ALPHA

1. General

a. Normal working hours will be 0800-1630. Any deviations are to be approved by the Commanding Officer, Fighter Squadron 114 (VF-114), or the Officer in Charge, Detachment ALPHA.

b. Conduct liaison as necessary for recovery of squadron aircraft on logistics support missions if required.

c. Coordinate and ensure the forwarding of all material and personal mail to NAAS Fallon.

2. Officer-in-Charge

a. Supervise the daily 0800 muster of detachment Alpha.

b. Maintain a qualified phone watch at the squadron Duty Office Desk on a 24 hour basis.

c. Ensure the availability of a storekeeper at all times.

d. Ensure that the detachment is administered in accordance with Navy Regulations, current Fighter Squadron 114 Instructions and the orders of the Commanding Officer.

3. Senior Petty Officer

a. Conduct the 1630 duty section muster and report results to the Officer-in-Charge.

b. Assign any watches that may be required.

c. Ensure the orders of the Officer-in-Charge are adhered to.

d. Conduct daily inspections of all spaces.

4. Admin Senior Petty Officer

a. Sort and bundle, for transportation to NAAS Fallon, all personnel Mail. Official mail will be inspected and incoming correspondence requiring action shall be forwarded to NAAS Fallon with reference material attached, when appropriate.

b. Ensure prompt submission of reports.

c. Supervise the Administrative personnel and ensure the maintenance of current Administrative policy.

5. ITIG (b) (6) will be Officer-in-Charge of Fighter Squadron 114 (VF-114) Detachment Alpha.

FIGHTER SQUADRON 114 (VF-114) ROSTER OF OFFICERS

<u>NAME</u>	<u>RANK</u>	<u>FILE/DESIG</u>	<u>DATE RANK</u>	<u>LINEAL#</u>
(b) (6)	CDR	(b) (6)	1 FEB 65	(b) (6)
	CDR		1 MAY 65	
	LCDR		1 MAR 65	
	LCDR		1 AUG 65	
	LCDR		1 AUG 65	
	LCDR		1 AUG 65	
	LT		1 MAR 65	
	LT		1 DEC 66	
	LT		1 DEC 66	
	LT		1 JUN 67	
	LTJG		24 OCT 65	
	LTJG		16 NOV 65	
	LTJG		1 APR 66	
	LTJG		4 MAR 66	
	LTJG		20 MAY 66	
(b) (6)	LTJG		1 JAN 67	
	LTJG		16 FEB 67	
	LTJG		16 JUL 67	
	LTJG		10 AUG 67	
	ENS		25 FEB 66	
	ENS		4 MAR 66	
	ENS		11 MAR 66	
	ENS	(b) (6)	16 MAR 66	
	ENS		15 APR 66	
	ENS		29 APR 66	
	ENS		29 APR 66	
	ENS		1 MAY 66	
	ENS		16 MAY 66	
	ENS		16 MAY 66	

FITRON 1 LIST OF ENLISTED PERSONNEL

(b) (6)

(b) (6)

SD3

ADJ3

AME2

ADJ2

(b) (6)

AE2

ASC

AZ2

AN

AO1

AN

PR2

AA

AQF2

AQF2

AN

(b) (6)

ADJ1

AMHC

AQF2

ADJ3

AN

AME3

TN

AA

(b) (6)

TN

ADJ3

AA

ATN2

ADJ3

(b) (6)

AE1

ADJ3

AO2

ADJ3

AME3

AME2

(b) (6)

(b) (6)

AQBAN

AMM1

AO3

AB2

AFOM

HML

AMS1

AA

AEC

AZ3

AN

AMCS

AQF2

(b) (6)

ADJ2

AO1

ADJAN

AA

ABH2

SN

AO3

ABH3

AE3

AO2

ADJ1

(b) (6)

AN

AE3

AZAN

ALJ3

AA

AFOM

AOAN

AA

AR

AQF18

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

AME1
ATC
PN3
AMS1
AA
AE3
ATN3
AME3
PRAN
AQFAN
AA
AA
AZ2
AN
AOL
AMHC
AMH2
AMS2
AE3
AO3
AQF2
AMS3
SA
AA
AA
AA
AQBAN
AN
ADJ3
AE2
AME3
ACAN
AMH3
AKSAN
ATN3

(b) (6)



(b) (6)



AOC

AMH2

AMEAN

CS2

AA

ATN3

AQF2

AN

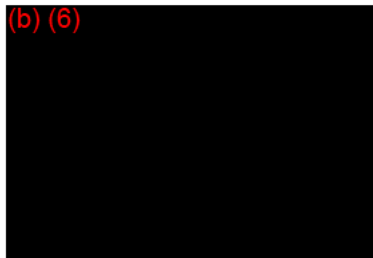
AMS3

AA

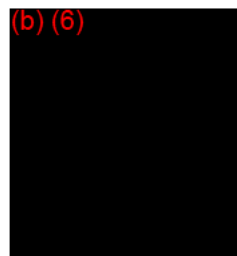
AQFAN

AA

(b) (6)



(b) (6)



AMS2

AO2

AO2

AMH3

TAB E

FITRON 114 ADVANCED DEPLOYMENT ROSTER

(b) (6)



(b) (6)



LT OFFICER-IN-CHARGE

TN

TN

ADJAN

ABH2

AQ

AME1

PN3

AO1

AOC

CS2

AA

AQFAN

AMH3

(b) (6)

(b) (6)

ENS OFFICER-IN-CHARGE

(b) (6)

(b) (6)

SD3

AD12

AME2

(b) (6)

(b) (6)

AN

AO1

AN

PR2

AA

AN

AMHC

AN

AME3

TN

AA

(b) (6)

(b) (6)

(b) (6)

TN

AA

ATN2

AE1

ADJ3

AO2

ADJ3

AMS3

AME2

AQBAN

AMH1

AO3

ME7

ME34

GO4

AA

AMG

AN

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

A01
 ADJAN
 AA
 AFH2
 SN
 ABH3
 AN
 AE3
 ADJ3
 AA
 ATN2
 AQAN
 AA
 AR
 AQFAN
 ATC
 FN3
 AMS1
 AA
 ATN3
 AME3
 FRAN
 AQFAN
 AA
 AA
 AN
 AMHC
 AMB2
 AMB2
 AMB
 AMB3
 GA
 AA

(b) (6)

(b) (6)

AA

AA

AQBAN

AN

AMH3

AMH3

AMSAN

ATN3

AMH2

AMEAN

GS2

AA

(b) (6)

(b) (6)

ATN3

AMS3

AA

AQFAN

AA

AMS2

AMH3

WING

FIGHTER RON 114 (VF-114) OFFICER/ENLISTED
PRIV. OWNED TRANSPORTATION ROSTER

NAME RANK DESIG

(b) (6)	CDR	(b) (6)
(b) (6)	CDR	
	LTJG	
(b) (6)	LTJG	
	ENS	
(b) (6)	ENS	
(b) (6)	ENS	

(b) (6)
(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

ADJ2
AE2
ASC

AZ2

AQF2

AQF2

ADJ1

AQF2

ADJ3

ADJ3

ADJ3

AMS1

AZ2

AMCS

AQF2

ADJ2

A03

AE3

A02

ADJ1

AZAN

AME1

AE3

AZ2

A01

A03

AQF2

ADJ3

AE2

A04X

A0C

AE2

AN

A02

A02

TAB H

FLIGHT SQUADRON (VF-114) OFFICER FLIGHT DEPLOYMENT ROSTER

<u>NAME</u>	<u>RANK</u>	<u>FILE/DESIG</u>
(b) (6)	LCDR	(b) (6)
(b) (6)	LCDR	(b) (6)
(b) (6)	LCDR	(b) (6)
(b) (6)	LCDR	(b) (6)
(b) (6)	LT	(b) (6)
(b) (6)	LT	(b) (6)
(b) (6)	LT	(b) (6)
(b) (6)	LTJG	(b) (6)
(b) (6)	LTJG	(b) (6)
(b) (6)	LTJG	(b) (6)
(b) (6)	LTJG	(b) (6)
(b) (6)	LTJG	(b) (6)
(b) (6)	LTJG	(b) (6)
(b) (6)	LTJG	(b) (6)
(b) (6)	ENS	(b) (6)
(b) (6)	ENS	(b) (6)
(b) (6)	ENS	(b) (6)
(b) (6)	ENS	(b) (6)
(b) (6)	ENS	(b) (6)
(b) (6)	ENS	(b) (6)

* POSSIBLE POV OR AIRLIFT

22-1

1ST SQUADRON (VF-114) SQUADRON DUTY OFFICER WATCH BILL

SUN	AUG 20	LTJG (b) (6) (NAS MIRAMAR) ENS (b) (6) (NAAS FALLON)
MON	AUG 21	LTJG (b) (6)
TUE	AUG 22	LTJG (b) (6) (CFAD DUTY)
WED	AUG 23	LTJG (b) (6)
THU	AUG 24	LTJG (b) (6) (CFAD DUTY)
FRI	AUG 25	ENS (b) (6)
SAT	AUG 26	ENS (b) (6)
SUN	AUG 27	ENS (b) (6)
MON	AUG 28	LTJG (b) (6)
TUE	AUG 29	ENS (b) (6)
WED	AUG 30	LTJG (b) (6) (CFAD DUTY)
THU	AUG 31	ENS (b) (6)
FRI	SEP 1	LTJG (b) (6) (NAAS FALLON) LTJG (b) (6) (NAS MIRAMAR)

NOTE: All changes to the watch bill require the approval of the Senior Watch Officer.

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ENCLOSURE (2)

1. Movement Reports. The Communications Officer will submit the required movement reports in accordance with NWIP-10-1 (A) with COMOVW-11 as an information addressee.
2. Message Traffic. The squadron advance liaison officer will provide the Administrative Officer, MNAS Fallon a list of personnel authorized to release and receive messages with each individual's clearance.
3. Aircraft Frequencies. The following frequencies are assigned during the deployment and will be pre-set in all aircraft prior to commencement of flight operations on Monday 21 August, 1967.

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>USE</u>
1	382.3	GND CONT
2	340.2	TWR PRI
3	360.1	TWR SEC
4	263.6	FALLON APC
5	364.2	GCI COMMON
6	272.7	FSS ABOVE FL 240
7	255.4	FSS BELOW FL 240
8		
9		
10	341.0	BRAVO 16
11	271.4	BRAVO 17E
12	267.4	BRAVO 17W
13	265.3	BRAVO 19
14	344.3	SQDN TAC
15		
16		
17		
18	279.0	FALLON HOMER
G	243.0	EMERG

4. Squadron, Tactical call and frequency:

VF-213	BLACK LION	263.5
VF-114	LINFIELD	344.3
VA-75	FLYING ACE	345.0
VA-112	MONTANA	360.4
VA-144	WIDEWING	359.6

MAINTENANCE/ORDNANCE

1. The following are pertinent items of importance concerning the maintenance effort of VF-114 at NAAS Fallon, Nevada.

a. Ground Support Equipment will be drawn from NAAS Fallon by the advance party and will be available at VF-114 line area at hangar 300 by 1000 20 August, 1967.

b. All work center supervisors will insure that only qualified licensed drivers operate vehicles and ground support equipment.

c. (b) (6) AKI, will report to Fuel Deck, BLD 201 (Fuel Farm) upon arrival for a briefing on Fuel, nitrogen and Lox accounting procedures.

d. The maintenance CPO will supervise a FOD walkdown prior to daily operations. Walkdowns will be repeated as necessary to prevent any possibilities of FOD. The maintenance CPO will coordinate the squadron FOD program with the CVW-11 Maint. Coordinators (Chief Reeves or Chief Blackstone).

e. All Maintenance Department personnel will muster in hangar 300 at 1000 Sunday, 20 August 1967 for promulgation of working hours and shift assignments (This includes all personnel traveling by private transportation plus personnel previously arriving by airlift).

f. All ordnance handling personnel will attend a briefing at the NAAS Fallon Ordnance Office prior to any ordnance operation. The tentative schedule is: Advance party 0800 19 August; all others 0800 20 August 1967.

g. Ammunition in excess of one day's requirement will not be drawn.

h. The Ordnance Branch Officer will report each day's ordnance expenditure to CVW-11 Ordnance Officer on appropriate forms.

i. A list of squadron Avionics personnel will be submitted from the squadron Avionics Officer to NAAS Fallon Avionics Officer listing security clearance of each man requiring access to AMD Avionics spaces.

Logistics Plan

1. Squadron equipment to be utilized at NAAS Fallon consisting of 420 cubic feet and 6500 pounds will be loaded aboard designated surface vehicles at the northeast corner of hangar X-277 at a time to be announced. This equipment will be delivered to NAAS Fallon, hangar 300, and unloaded under the supervision of LT (b)(6) The Squadron Liaison Officer.

2. Advance party: The advance party will depart via airlift from NAS Miramar operations on 16 August 1967, the exact time to be published at a later date. Upon arrival at Hangar 300 NAAS Fallon, the advance party will report to LT (b)(6) CVW-11 Liaison Officer.

3. Personnel

a. All personnel deploying to NAAS Fallon who have not received authorization to travel by privately owned vehicle will travel by air.

b. Advance party and main body personnel not authorized travel by private conveyance will muster for the airlifts, as scheduled, at NAS Miramar operations. Airlift mustering times will be published when available.

4. Personal luggage. Personal luggage is limited to 40 pounds per man via the airlift. Arrangements for additional luggage will be the individuals responsibility. Fighter Squadron 114 assumes no responsibility for personal gear.

5. Aviation Equipment: All Air Crews are reminded that flight gear at NAAS Fallon will be extremely limited, and any needs in this area should be anticipated and drawn from NAS Miramar prior to deployment.

6. Departure Plan: Departure of squadron aircraft will be on 20 August 1967. Same personnel will be made available from the advance party or main body, as appropriate, to meet arriving aircraft at Fallon. Preparations for parking and tying down ten F-4 aircraft should be made prior to arrival of said aircraft.

7. Rosters: The personnel rosters of the advance party, main deployment body, and detachment Alpha is promulgated in enclosure (2).

8. Spaces: VF-114 spaces are designated in Tab A. The VF-114 Liaison Officer and CVW-11 Liaison Officer will conduct a joint inspection of these spaces. All discrepancies should be noted prior to acceptance. They will be inspected again prior to departure to ensure conditions as being in as good or better condition than when received. The squadron clean-up party will not depart until spaces are accepted by NAAS Fallon.

SQUADRON SPACES AND AIRCRAFT PARKING ASSIGNMENTS

VA-125

HANGAR 300

6

5

4

3

2

1

VA-112

VA-114

VF-213

VF-114

VAW-114 VAH-4D63

VA-75

RR/OFFICE

- 1 VA-75/CVW-11
- 2 VA-112/VAH-4D63
- 3 VA-114/VAW-114
- 4 VF-213
- 5 VF-114
- 6 VA-125

MAINT SPACE

- 2 VA-112/VAH-4D63/VAW-114
- 3 VA-114/VA-75
- 4 VF-114
- 5 VF-213
- 6 VA-125

1. As soon as practicable after the assignment the squadron will provide COMCVW-11 with the following information which will be used to prepare a post deployment report:

a. Air-to-Ground Missions

(1) Number of sorties flown day/night.

(2) Number of hours flown day/night

(3) Number of sorties cancelled

(a) Weather

(b) Range

(c) Maintenance

(d) Ordnance

(e) Other

b. Other Missions. List by missions the same information as paragraph (a) above.

c. Recommendations. Any recommendations which would improve the training and reduce operating difficulties which were encountered.

d. Supply and Material Request. Any request not fulfilled by NAAS Fallon. Identify NORS/G or NORS/S.

e. Ordnance Expenditures. Number and type ordnance expended.